QUESTIONS AND ANSWERS—*contd.*

Reciprocal Arrangements between Mysore and British India *re.* Taxation on Buses.

Q.—13. **Mr. G. SANKARA SETTY** (Pavagada Taluk).—

Will the Government be pleased to state:—

(*a*) the number of taluks bordering the British territory in the State;

(*b*) the number of bus services running in the Mysore territory and the British territory as well;

(*c*) whether it has come to their notice that the proprietors of such bus services who pay double taxation are running at a loss;

(*d*) whether any correspondence is going on between the Mysore Government and the British Indian Government regarding the reciprocal conditions;

(*e*) if so, at what stage it is?

A.—**The SECRETARY to GOVERNMENT, GENERAL DEPARTMENT (Mr. J. Appaji Gowda).**—

(*a*) 33.

(*b*) 83.

(*c*) Government have no information.

(*d*) The question was under correspondence with the Madras Government.

(*e*) It is found not feasible to adopt any reciprocal arrangement as the basis of taxation and kind of taxes levied in Mysore and Madras are different and the question has, therefore, been deferred for the present.

Purchase of Rolling Stock by the Railway Department.

Q.—14. **Messrs. M. SIVABASAPPA** (Tiptur Taluk) and **C. BHASKARIAH** (Tiptur Municipality).—

Will the Government be pleased to state:—

(*a*) when did the M. & S. M. Railway Co. hand over the State Railways to the Mysore Government;

(*b*) whether after taking over charge, any new engines, bogies or waggons were purchased by the State Railway Department or were they got manufactured?

A.—**The SECRETARY to GOVERNMENT for RAILWAYS (Rajasevaprasaktha B. T. Kesavaiengar).**—

(*a*) On 1st January 1938.

(*b*) Yes. The following stock was purchased after 1st January 1938:—

(1) 2 YD class engines (Metre Gauge).

(2) 2 tank engines (for 2'—6" Gauge).

(3) 1 bogie III class coach; and

(4) 15 covered bogie waggons.

Mr. M. SIVABASAPPA.—Has it not come to the notice of Government that very often the engines get disabled and the trains run late, causing serious inconvenience to passengers?

Mr. B. T. KESAVAIENGAR.—That there has been any serious inconvenience caused to passengers on account of engine troubles has not come to the notice of Government. But it has come to their notice that the rolling stock requires to be increased and attempts are being made to add to the stock.

Mr. M. SIVABASAPPA.—Has it come to the notice of Government that due to shortage of waggons they are not supplied to merchants when they want?

Mr. B. T. KESAVAIENGAR.—The member might know perhaps that the department had taken some waggons on hire from other administrations during special seasons.

Mr. M. SIVABASAPPA.—How many waggons have been taken on hire so far?

Mr. B. T. KESAVAIENGAR.—Waggons numbering from 10 to 100 had been obtained on hire for periods ranging from one week to a month, according as the demand for them arose.

Mr. M. SIVABASAPPA.—Is it a fact that 400 waggons have been taken on hire from the Madras and Southern Mahratta Railway Company?

Mr. B. T. KESAVAIENGAR.—Notice. But I may state that everything necessary is being done so that the interests of trade and commerce may not suffer.

Mr. M. SIVABASAPPA.—Is it a fact that empty waggons coming from Poona and other stations on the Madras and Southern Mahratta Railway are detained at Tumkur for want of space in the Bangalore City Station Yard, and that only the engine and the brake vans run up to Bangalore?

Mr. B. T. KESAVAIENGAR.—I am not aware of that. But it is true that the Bangalore City Railway Station Yard requires to be extended.

Mr. B. SITHARAMIAH.—Has it come to the notice of Government that there is much overloading in trains?

Mr. B. T. KESAVAIENGAR.—No.

Mr. B. SITHARAMIAH.—Will enquiries be made on this point and suitable steps taken to prevent overloading, especially in third class carriages?

Mr. B. T. KESAVAIENGAR.—Yes. But the question is best discussed in the Railway Advisory Committee.

Mr. B. SITHARAMIAH.—Can we bring such complaints to the notice of the General Manager?

Mr. B. T. KESAVAIENGAR.—Members of the public are free to bring whatever grievances they have to the notice of the Head of the Department.

Mr. T. SYED KHAJA PIRAN SAHIB.—For running on the Sagar-Shimoga-Bangalore Section, how many bogie vehicles have been purchased?

Mr. B. T. KESAVAIENGAR.—It is not possible to earmark rolling stock for particular sections of a railway.

Mr. T. SYED KHAJA PIRAN SAHIB.—Is it not possible to provide a ladies' compartment in every train running between Sagar and Shimoga and between Shimoga and Bangalore?

Mr. B. T. KESAVAIENGAR.—If it is really necessary, the question will be considered.

The GENERAL MANAGER, MYSORE STATE RAILWAY (Mr. Y. K. Ramachandra Rao).—Originally only one bogie containing first, second and third class compartments used to run between Shimoga and Bangalore. But from 1st of January 1938, an additional bogie is being provided for the convenience of third class passengers.

Mr. T. SYED KHAJA PIRAN SAHIB.—As ladies find it difficult to change train at Birur in the nights, it would be a great convenience to them if a separate compartment is provided for them in the Sagar-Shimoga-Bangalore through carriage.

Mr. Y. K. RAMACHANDRA RAO.—The suggestion will be considered.

Mr. B. L. BYANNA.—At the time of resumption of certain lines from the Madras and Southern Mahratta Railway Company, there was a large disparity between the pay drawn by employees of the Company and those working in the State Railway. Has the disparity been set right subsequent to the resumption of the lines?

Mr. B. T. KESAVAIENGAR.—That is not a supplementary question.

Mr. H. KRISHNAMURTHY ACHAR.—Are the Government aware that there are not sufficient engines for use on the Narrow Gauge Section of the State Railway (Kolar-Chikballapur-Bangalore Section)?

Mr. B. T. KESAVAIENGAR.—I do not think so. Two tank engines have been purchased recently as stated in the printed answer.

Mr. J. ASWATHANARAYANA RAO.—Are the Government aware that in the Bangalore-Chikballapur-Kolar Section of the Railway, there is no second class accommodation?

Mr. B. T. KESAVAIENGAR.—I shall enquire if that is so. But it is true that in shuttle trains, upper class accommodation is not provided.

Mr. J. ASWATHANARAYANA RAO.—In view of the fact that third class compartments are always overloaded. it would be a great convenience if second class accommodation is provided in all trains. Will the Government consider this point?

Mr. B. T. KESAVAIENGAR.—If there is a demand, action will be taken to provide second class accommodation.

Mr. J.ASWATHANARAYANA RAO.—Would it not be possible to convert the narrow gauge line into a metre gauge line?

Mr. B. T. KESAVAIENGAR.—I am afraid I cannot say anything on that subject in the course of supplementary questions and answers.

ANOTHER MEMBER.—Have the Government any idea of providing electric fans in third class compartments?

Mr. B. T. KESAVAIENGAR.—That scheme has been sanctioned and work has been taken up already. The scheme will be completed in five years.

ANOTHER MEMBER.—Is it not possible to provide intermediate class accommodation in the Mysore-Arsikere Section?

Mr. B. T. KESAVAIENGAR.—It will not do to provide intermediate class accommodation in one section only. Nor is there any need for it in view of the fact that second class fares have been reduced considerably in the old section of the Mysore Railway, after abolition of the intermediate class there.

Nawab SHER KHAN.—Second class accommodation is also very inadequate.

Mr. B. T. KESAVAIENGAR.—If there is necessity to increase it, it can be done. But there seems to be no necessity for it just at present.

Mr. H. K. MADIAH.—Has it come to the notice of Government that very often our trains are running late?

Mr. B. T. KESAVAIENGAR.—The departmental reports do not show that it is so. Occasional delays may occur, but they are due to connecting trains running behind time.

Supply of Fuel to the Sandal Oil Factory.

Q.—23. Messrs. BASAVANNADEVARU (Yelandur Taluk); G. MALLANNA (Mysore Taluk); GURUBASAPPA and K. N. PUTTANNA (Chamarajnagar Taluk); Rao Sahib M. RAMASWAMY (Mysore City Municipality); Lokasevaniratha B. SIDDALINGA SETTY (Krishnarajanagara Taluk); T. S. SHIVALINGASWAMY (T. Narsipur Taluk); Yajaman N. Y. VEERABHADRACHAR (Minorities); K. L. NANJAPPA NADIG (Krishnarajpet Taluk); H. P. BASAPPA (Heggaddevankote Taluk); K. C. SUBBANNA (Gundlupet Taluk); S. C. MALLIAH (Maddur Taluk) and J. DEVIAYA (Mandya Taluk).—

Will the Government be pleased to state:—

(*a*) how long since is fuel being supplied to the Sandal Oil Factory by the Forest Dapartment;

(*b*) how many tons of fuel have been so far supplied (yearwar details may be furnished);

(*c*) how many tons of fuel have been supplied from each Range (yearwar details may kindly be furnished);

(*d*) whether the fuel is being cut and removed from each coupe in the Ranges, according to any working plan;

(*e*) the extent of the coupes in each Range (yearwar details may be furnished)?

A.—The SECRETARY to GOVERNMENT, DEVELOPMENT DEPARTMENT (Mr. M. Venkatanaranappa).—

(*a*) From 1915-16 the year in which the Bangalore Factory started work.

(*b*) *Vide* statement attached. (Appendix.)

(*c*) This information cannot be furnished at such short notice.

(*d*) Yes, according to the provisions of the sanctioned working plan or the provisional scheme (as the case may be).

(*e*) It is not possible to give this information as the areas of coupes vary according to the area of each forest and period of rotation and of exploitation.

Mr. G. MALLANNA.—This question was sent up a month and a half back. Was there not sufficient time to collect and furnish an answer to sub-section (*c*) of the question? Are not the figures available in the Chief Conservator's Office?

Mr. M. VENKATANARANAPPA.—To obtain information from each and every range takes considerable time, and in this case it was not considered worth while.

Mr. N. BHOGIMALLIAH.—Is not fuel cut and removed in larger quantities than were provided for in the working plan?

Mr. M. VENKATANARANAPPA.—No.

Mr. K. C. SUBBANNA.—Is not the working plan departed from even if more fuel is wanted?

Mr. M. VENKATANARANAPPA.—What I said was that felling operations are done only in accordance with a